(b) Railways have already taken appropriate action within their purview.

(c) Does not arise.

(d) Railway has already brought the matter to the notice of Civil Authorities who are competent to take necessary action to get the gates removed, as these gates are located outside railway land.

Electrification of Ernakulam-Cape Camorin rail line

5138. SHRI J. CHITHARANJAN: Will the Minister of RAILWAYS be pleased to state the steps being taken to begin electrification of rail line from Ernakulam to Cape Camorin via Trivandrum?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): Electrification of rail line from Ernakulam to Trivandrum has been included in the Railway Budget 1999-2000, subject to necessary clearances, which are in the process of being obtained. There is no proposal, at present, to extend electrification beyond Trivandrum to Cape Camorin (Kanya Kumari) due to constraint of resources and priority for other high traffic density routes.

Discontinuation Palghat coach from Trivandrum-Canannor Express

5139. SHRI CHITHARANJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the practice of attaching a Palghat coach with the Trivandrum-Canannor Express and Mangalapuram Express was disconnected for some time;

(b) if so, the details in this regard; and

(c) whether Government would consider a proposal to resume the attaching of this compartment, considering the difficulties being faced by the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) There was no Palghat coach as stated. The reference is perhaps to the following two slip coaches:—

(i) One First-cum-sleeper class coach was being attached at Shoranur. This coach was running between Chennai and Trivandrum by 6329/6330 Malabar Express & 6627/6628 West Coast Express. This coach was withdrawn w.e.f. 15.8.98 in order to improve punctuality of the trains.

(ii) One first-cum-sleeper class coach which was running between Coimbatore-Trivandrum by 6347/6348 Trivandrum-Canannor Express and 513/534 Mettupalaiyam-Trichur/Shoranur-Mettupalaiyam Passengers. This coach was withdrawn w.e.f. 1.1.1999 because 6347/6348 Express was converted to air brake and attaching the vacuum brake slip coach was not technically feasible.

(c) There is no such proposal at present.

Running of trains with Coal, Diesel and Electricity

†5140. DR. D. MASTHAN:

SHRI RAJ MOHINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of trains being run by the Railways with coal, diesel and electricity, separately, giving the number of passengers as well as goods trains, separately, out of them;

(b) whether the cost of running trains with each of the above means of energy varies; and

(c) if so, what was the cost of running trains with each of the above fuels during 1999-2000, on the basis of prevailing prices?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The traffic share of each mode of traction is worked out by the Railways in terms of million gross tonnes kilometer (GTKM). The percentage of freight and passenger traffic on Indian Railways carried by steam, diesel and electric traction during the year 1998-99 was as under:—

(In Rs. per thousand gross tonne kilometres)

	Passenger	Freight
Steam	0.03	0.00
Diesel	56.38	40.60
Electric	43.59	59.40

(b) and (c) Yes, Sir. The assessment in operational expenditure of the trains run by the various modes of traction is made in the form of line haul cost.

†Original notice of the question was received in Hindi.